

**From:** Caleen Sisk <>  
**To:** <info@mtc.ca.gov>  
**Date:** 7/9/2013 9:47 AM  
**Subject:** Include EEJ policies to strengthen Plan Bay Area now

Metropolitan Transportation Commissioner

Dear Commissioner,

In the final stretch to your vote on the final Plan Bay Area, I am writing on behalf of the Winnemem Wintu Tribe and the waters for damon to remind you how important it is for the final Plan to reflect MTC and ABAG's own environmental analysis. I urge you to incorporate the best elements from the Environment, Equity, and Jobs (EEJ) alternative and include additional key mitigations to steer our region towards the best possible future for all Bay Area residents.

Compared to all the other alternatives, the EEJ alternative would bring us less traffic, healthier residents, fewer traffic deaths, and more affordable neighborhoods, and it would do a better job of allowing our most vulnerable neighbors to stay in their homes. But the draft of Plan Bay Area currently under consideration lacks some of the best policies from the EEJ alternative and additionally misses opportunities for greater equity and better transportation choices.

I am particularly concerned about the proposed Express Lane Network, which fails to harness the potential of high-occupancy toll (HOT) lanes, will cost us more in the long run, and will increase greenhouse gas pollution. As proposed, the Network will continue the cycle of "build more lanes, attract more drivers" by pumping all revenue back into new highway lanes, without adding more transportation choices or addressing the potential impacts to low-income travelers.

Plan Bay Area is essentially our region's blueprint to reduce driving, yet the Plan's second largest transportation project continues to funnel all express lane revenues into building more highway and a network that makes solo driving easier. There's still time to make the appropriate changes to bring the Bay Area to a more balanced approach to moving gridlocked residents out of congestion.

In order to address these flaws, MTC should:

- Implement mitigations to ensure low-income families receive an equitable share of the benefits and do not bear a disproportionate burden of the HOT network;
- Ensure that with the opening of every new HOT lane, there will be a simultaneous improvement in transportation choices – transit and vanpools – along the same corridor, over and above existing transit service and paid for by a combination of net revenues from the HOT system and new revenues from other sources.
- Optimize existing lanes instead of just building more highway, and use the savings to pay for more public transportation choices and mitigations for low-income travelers.

In addition, please support changes to the following policy areas in the draft Plan Bay Area:

- Transit: Substantially increase funding for transit operations and institute a regional youth bus pass.
- Affordable Housing: Plan for sufficient housing affordable to low-wage workers in all infill locations with access to jobs or transit.
- Displacement: Strengthen OneBayArea Grant program to better incentivize local anti-displacement and affordable housing policies. Fund mitigations, such as land banking and housing rehab.

It is vital that our regional leaders do not delay changes to the draft Plan that can be included in this round, rather than in later iterations. Such considerations express how important regional planning is and how crucial every step of the process has been thus far.

Done well, Plan Bay Area will protect our environment, improve our economy, increase social equity, conserve agricultural lands, and make our lives safer and more secure. I urge you to use your role as a regional leader to shape a regional plan that will bring the most benefits to the most people, so that our common future will include greater health, safety, and prosperity for all.

Sincerely,

Caleen Sisk  
Redding, CA